WHAT IS CLAIMED IS:

1. A method of improving thermal comfort in a passenger airplane, the airplane having a cabin with interior surfaces, the airplane cabin for transporting one or more passengers, the method comprising:

applying a heat-reflecting coating with a low thermal emission coefficient to at least one interior surface of a cabin of a passenger airplane,

whereby the coating is capable of a direct radiation exchange with a passenger in the airplane cabin.

2. The method of claim 1, wherein the coating is a transparent conductive coating.

3. The method of claim 2, wherein the coating comprises a conductive metal oxide.

4. The method of claim 2, wherein the coating comprises indium tin oxide.

5. The method of claim 1, further comprising selecting a coating thickness to achieve a desired a desired thermal emission coefficient for the coating.

6. The method according to claim 5, wherein the thickness of the coating, as applied, is less than 1 μm.

7. The method of claim 1, wherein the at least one interior surface of the airplane cabin comprises at least one window of transparent plastic material, and wherein the coating is applied to the at least one window.

8. The method of claim 7, wherein the at least one window comprises polymethylmethacrylate.

9. The method of claim 7, wherein the at least one window comprises polycarbonate.

10. The method of claim 1, wherein the at least one interior surface of the airplane cabin comprises decorative plastic foil, and wherein the coating is applied to the decorative plastic foil.

11. The method of claim 10, wherein the decorative plastic foil comprises polyvinylfluoride.

12. The method of claim 10, wherein the decorative plastic foil comprises polyvinylidenefluoride.

13. The method of claim 1, wherein the coating has a thermal emission factor no greater than approximately 0.5.

14. The method of claim 1, wherein the coating has a thermal emission factor no greater than 0.5.

15. The method of claim 1, wherein the coating has a thermal emission factor selected from the range of 0.1 to 0.3 inclusive.

16. The method of claim 1, wherein the at least one interior surface of the airplane cabin is associated with a lateral covering part, and wherein the coating is applied to the lateral covering part.

17. The method of claim 1, wherein the at least one interior surface of the airplane cabin comprises airplane glazing, and wherein the coating is applied to the airplane glazing.

18. An airplane improved for thermal comfort, the improved airplane comprising:

an airplane comprising an airplane cabin having interior surfaces,

a heat-reflecting coating with a low thermal emission coefficient on at least one of the interior surfaces,

whereby the coating is capable of a direct radiation exchange with a passenger in the airplane cabin.

19. The airplane of claim 18, wherein the coating is applied to interior cabin walls.

20. An airplane cabin part improved for thermal comfort, the improved part comprising:

a part for use in an airplane cabin having at least one surface which, when the part is installed in the airplane cabin, provides the at least one interior surface of the airplane cabin,

a heat-reflecting coating with a low thermal emission coefficient applied to the surface,

whereby the coated surface, when the part is installed in the airplane cabin, could have a direct radiation exchange with a passenger.

21. The improved part of claim 20, wherein the part is an airplane window.

22. The improved part of claim 20, wherein the part is an interior cabin wall panel.